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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong, 1st October, 1908. [a40-2]

WATCH

T

H

I

S

SPACE

[a692]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory

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Hongkong, 29th April, 1908. [a1647]

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[a6]

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Hongkong, 1st April, 1909. [a1549]



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FAR EAST.

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Hongkong, 15th April, 1909. [a35]

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Hongkong, 9th April, 1909. [a53]

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T. K. TOW,
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The Bund, Shanghai.

[a676]

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[a677]

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THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [a415]

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Hongkong, 21st July, 1908. [1019]

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May be had in 4 lb. Pats.

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Hongkong, 24th April, 1909. [a67]

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Electrically Lighted; Electric Fans (if required).

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Hongkong, 24th July, 1905. [a651]

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STANDING in its own grounds with Tennis

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Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

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Hongkong, 4th December, 1907. [a44]

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SCOTCH WHISKY

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GENUINE AGE

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ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lieber. P. O. Box, 24. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 3RD 1909.

HOWEVER it is going to be brought about, signs are not wanting that China is ripening for a revolution, the greatest that has as yet happened in any Asiatic country. Whether it will be bloodless, or be accompanied with those scenes of rapine and disorder which have hitherto made changes of government in China a byword amongst the nations of the world, is hidden in the womb of futurity; but, as happened in Turkey the other day, the chances seem to indicate that the powers of reaction are so strong and so united that it seems impossible to bring about any single one of the reforms acknowledged to be needed for the continuance of the Empire without an appeal to arms. As usually happens before revolutions come to a head, the main trouble in China is financial, and the discovery of the enormous hoard amassed by the late EMPRESS DOWAGER, and veritably wrung from the tears of the nation, is not unlikely to quicken the outside demand for some radical change in the methods of imperial government; and this is likely enough to drive the reactionary party, still physically strong, into overt action on the first symptom of a real intention to put the views of the reforming party, which curiously enough has its headquarters in the present Regency, into practice.

We mentioned lately an instance of the power and determination of the reactionary party to permit no interference with what it has come to consider as its vested rights; in

the case of the *ikin* forcibly levied on goods being conveyed by the Shanghai-Nanking Railway, which has resulted in the almost complete annihilation of the incipient goods traffic of the line. This action, evidently of prior intent, has brought the reactionary party into direct opposition to the Regency; and we find the latter proposing to take up the scheme foreshadowed in Sir JAMES MACARTHY'S abortive Convention, of raising the duties all round, and paying them direct to Peking; and it is doubtless in connection with this not altogether satisfactory step that the Regency has urgently pressed on Sir ROBERT HART the advisability of his immediate return to China. The board piled up in the time of China's most dire distress, by the late DOWAGER REGENT, while it emphasises the fact that the Central Government has no legitimate means of existence beyond what may be described as organised piracy; also shows that even in the present inefficient system of Provincial finance, there is abundance to worthily support the Imperial dignity without having recourse to extra burdens on the people at large. The introduction of regular finance, in lieu of the present system of plunder in successive grades of the lower official hierarchy by their immediate superiors in office, which is finally by the lowest brought to bear on the people at large, would, of course, put out of court all the present methods of official promotion; and so far would engage against it all the sympathies of the hierarchy. That there are men in all grades of that hierarchy who see and feel the incubus of the false position in which they are placed, speaks well for the possibility of the eventual change coming from within.

A curious instance of the variant lights in which this position reveals itself to an official high up in the service of the State is afforded in a recent memorial of LIEN YU, the Imperial Resident at LHASA. LIEN YU has had three years' experience of the present system. He has, what not many officers of equivalent rank are in receipt of, a regular salary, but it is founded on old precedents, and is altogether insufficient to meet the requirements of the post. He can do like the others, and commit "abusive acts," but the conscience revolts at this. Affairs in Tibet are very important, but the country at large has been mismanaged and its industries ruined; the climate besides is very rigorous, and he despairs of being able to bring about better conditions unless he be placed in funds, and asks for an advance of at least a million taels to enable him to revive the industries of the land, a thing which he points out is in the interest of China herself. As evidently he has little hope of Peking acceding to this request of his, he asks to be permitted to come to Peking to Imperial Audience, when he would have the opportunity of personally explaining the situation. There is, of course, much more in the memorial than at first sight meets the eye; under the late régime no provincial official willingly underwent the formalities of an audience, much less applied for one. When LIU K'WEN after the events of 1900 received a pressing invitation from the late REGENT to go in audience to Peking, the aged Viceroy knew well that it was his life that was required. Still he did not hesitate; he had done his duty, and Confucianism at least teaches a man under such circumstances to face death with dignity. Much as the DOWAGER would have desired his death, even she hesitated, and in face of the bold dignity of the officer felt she dared not give the final order. But LIEN YU actually asks for the audience to explain his scheme. The fact testifies plainly to the real change in the position under the new Regency. Moreover he has had the unprecedented effrontery to ask for a rise of pay and allowances. Under the late régime such a request would have elicited as much wonderment, as when OLIVER TWIST before astonished bumbledom asked for more. The least unorthodox circumstances LIEN YU might have anticipated would have been immediate dismissal, followed by confiscation of all that he possessed; and he might have considered himself fortunate if he escaped with his head, or at least without banishment. Instead, he obtains a sympathetic reply from the new REGENT informing him that on account of the importance of the post, and his capable dealing with its difficulties his request for leave would cause inconvenience to the service. The other items of the memorial are not replied to; but meet with no censure. Reading between the lines it is rendered clear that the fault lies not with the wishes of the administration, but with the opposition of the Provincials; the Board concerned is, in fact, quite willing to advance the funds as far as lies in its power, but is quite unable to requisition the provinces, and has no legitimate revenues of its own; he is, however, requested to keep the REGENT well informed privately by telegram as to all that is going on, especially as to that "other nation" which he suggested might

in future show a desire to take the lead in Tibet, which the REGENT quite agrees with the Resident would be a thing likely to lead to regrettable consequences in the near future.

The whole is an instructive instance of the difficulty in introducing even preliminary reforms, where, as in China, the body politic has once permitted itself to become atrophied. Peking, alike with the Provinces, is well assured that the Empire is tottering under its burdens, which all admit are quite capable of remedy, yet each fears the immediate effect on his own fortunes should he be the first one to attempt to remove a rotten plank. Decay has gone so far that it is uncertain what the removal of a single plank may bring about as its immediate consequences; and although, were all united, this danger could be safely faced, in the present disunited condition of parties, where each one is striving after his own hand, no one has that confidence in his neighbour which will induce common action. This it is, and not the immediate difficulty of the task, that renders the immediate future fraught with uncertainty; and seems to foreshadow the almost utter hopelessness of looking for a peaceful solution.

The English Mail of the 3rd April was delivered in London on the 30th April.

The temperature in Hongkong on the 1st inst. fell to 63 deg. Feb.—a drop of 20 degrees in two days.

The name of Mr. George Leopold Wilson has been added to the list of authorized architects in the Colony.

On Saturday the Dutch flag was hung from many buildings in the city in honour of the birth of a princess in Holland.

Under a regulation made by the Governor-in-Council no dogs brought from Bangkok will be permitted to land in this Colony for a period of six months from May 1st, 1909.

The Shanghai Spring Race meeting commences to-day. The selling lotteries have shown Moriaki to be the favourite for the Champions, and Gemini second favourite.

Mr. J. C. Peter, chief accountant of the Hongkong and Shanghai Bank, and Mrs. Peter were among the passengers who left by the P. and O. mail steamer at Shanghai for home.

An order made by the Governor-in-Council and published in the Government Gazette, lays down that there shall be established two District Land Offices in the New Territories. One District is to be known as the Northern District and the other as the Southern District. The office for the Northern District is to be situated at Tai Po, and the office for the Southern District in the City of Victoria.

A Washington telegram states Senators A. J. Beveridge of Indiana, Weldon B. Heyburn of Idaho and Joseph F. Johnston of Alabama have been appointed on a special committee to prepare a new tariff for the Philippine Islands. The appointment of the committee has grown out of the discussion of Colton tariff bill before the Upper House and the numerous amendments that have been proposed and adopted by that body.

Shortly after three o'clock on Saturday morning fire broke out in a stationer's shop at 130, Des Voeux Road. The fire had a good hold of the premises before the alarm was raised, and as a strong wind was blowing at the time, the efforts of the brigade to save the shop proved fruitless. The shop, and the two upper floors which were used as dwellings, were gutted, the damage being estimated at \$5,000, which is covered by insurance.

A defence of the climate of Tonkin is made by L'Annuaire-Tonkin. The writer says it has an exaggerated reputation for insularity. In refutation of this he points to the mortality statistics which he says show that the Tonkin climate is particularly favourable to children and old people. The writer deduces also from the statistics that "paradoxical as it may seem," the European is more acclimated to Tonkin than the native. Anyone looking at the mortality statistics of Hongkong might at first sight draw similar conclusions; but as we have often pointed out such deductions are not justifiable, because whenever Europeans, and especially children and the old people, fall ill they leave the East for more bracing climates.

The Philippine Commission has taken up the slavery and involuntary servitude question in the islands with the intention of putting a stop to it. Commissioner Worcester has presented to that body a bill providing that all slavery-involuntary servitude, which is very common all over the islands, peonage, or sale of human beings, shall be illegal and providing the punishment to be meted out to those who do not obey the law on this subject. This law, says a Manila contemporary, should it pass the Assembly will put a stop to the very common practice among Spanish and Filipino families of loaning money to native parents and taking a child in bond for the repayment of the debt, holding the child at times for many years and sometimes, in the case of the death of the parents, forever.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafiro* left Manila on the 1st instant, and is due here today at 6 p.m. The P. & A. str. *Nemesis* left Hongkong on the 1st instant, and is due to arrive at this port on the 6th instant.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BUDGET AND THE MARKETS.

LONDON, April 30th.

The markets are strong following the publication of the Budget, Consols taking the lead.

The increase in stamp duties and the reduction in the sinking fund are less than had been expected.

NATIONAL REJOICINGS IN HOLLAND.

LONDON, April 30th.

Queen Wilhelmina's accouchement was slow but normal. Mother and child are progressing satisfactorily.

There are rejoicings throughout Holland.

LONDON, May 1st.

It is announced from the Hague that Prince Henry, Queen Wilhelmina's Consort, registered the birth of their daughter at an ordinary registry.

The little Princess is named Juliana Louise Emma Marie Wilhelmina.

Eye-witnesses at the registry say that the baby is a fine, rosy-cheeked healthy child.

A JAPANESE MUNICIPAL LOAN.

LONDON, April 30th.

The 5 per cent. City of Osaka bonds (£3,084,940.) issued at 97, have already been covered ten-fold.

UNITED STATES TARIFF PROPOSALS.

PROPOSED TAX ON TEA AND COFFEE.

LONDON, May 1st.

The Committee of the Senate at Washington in its substitute for the Payne Tariff Bill provides for a maximum tariff consisting of an additional 25 per cent. ad valorem on all rates, and to make it applicable from March 30th, 1910.

It provides also for a duty of five cents per lb on coffee and ten cents on tea imported from countries to which the maximum rate is applied.

CHINESE ROYAL INTERMENT.

LONDON, May 1st.

A Reuter's message from Peking states that the funeral of the late Emperor has started for the western tombs, eighty miles distant.

The pageant was an imposing one, the procession being two miles long.

[FROM THE "CHUNG NGOI SAN PO."]

THE EMPEROR'S FUNERAL.

INPONING PAGEANT.

PEKING, May 2nd.

Yesterday the funeral of the Emperor Kwong Hsu took place. It started early in the morning from the Koon Tak Palace. The Imperial Bodyguard and the Imperial attendants and the cavalry took precedence in the procession. They were followed by men carrying boards of honour, banners, etc., and next came the Imperial carriages. Next in order were the Princes, followed by musicians who did not play the instruments which they carried. Then came the wreaths sent by governments of different countries. Members of the Imperial Household, officers of the various boards, members of the imperial clan took their places in the order mentioned, and near the coffin of the Emperor were the Empress Dowager, the Prince Regent, and the other wives of the Emperor, who were followed by the ministers of the various countries. The Prince Regent only went as far as the back door of

the Palace, where a memorial service was held. The Prince Regent then returned. The Foreign ministers also held a memorial service at the back door.

CHINA'S MILITARY PREPARATIONS.

PEKING May 2nd.

The Board of Military Affairs has ordered nineteen Krupp guns from Germany. They are to be sent to China by the Siberian Railway.

It is proposed to change all the old guns in the forts throughout the Empire.

NATIONAL BANK OF CHINA, LTD.

The eighteenth ordinary annual meeting of National Bank of China, Ltd., was held at the Bank's premises on Saturday, Mr. J. Scott Harston, president, other shareholders present being Messrs. P. Laureiro (Acting Manager), E. Haskell, P. C. Potts, E. Raymond, E. Ellis, P. Davidson, J. Gougeon, Sir Tak Fan, Chan, Ki Pan and Yung Pak Leung.

Mr. P. LOUREIRO, Acting Manager, read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen.—The directors have now the pleasure to submit to you the accounts and balance sheet for year ending 31st December, 1908. The gross profits, including \$10,223.09 brought forward from last year, are \$265,339.36, which, after deducting all charges, leave a net profit of \$189,552.57, which the directors propose to deal with as follows:—Place to reserve fund \$150,000 and carry forward balance of \$39,552.57 to next account. Mr. Horace Mocatta retires in rotation from the London Committee and Mr. J. Scott Harston from the Hongkong Board; but, being eligible, offer themselves for re-election.

During the year Mr. E. S. Kadourie and Mr. Ellis Kadourie were elected as Directors and this now requires your confirmation. Mr. C. C. Moxon resigned his seat on the board during his temporary absence from the Colony and does not now seek re-election. The accounts at the Head Office have been audited by Mr. A. R. Lowe, Chartered Accountant and Mr. E. A. M. Williams, A.S.A., of the firm of Messrs. Lowe, Bingham and Matthews. Messrs. Deloitte, Plender, Griffiths and Co., Chartered Accountants, audited the London accounts.

There being no questions the CHAIRMAN proposed the adoption of the report and accounts. Mr. Potts seconded and the motion was carried.

On the motion of Mr. HASKELL, seconded by Mr. ELLIS, Messrs. H. Mocatta and J. Scott Harston were re-elected to the London Committee and the Hongkong Board respectively. The appointment of Messrs. Dr. S. and Ellis Kadourie to the Board of Directors was confirmed on the motion of Mr. HASKELL seconded by Mr. ELLIS.

Messrs. A. R. Lowe and E. A. M. Williams were re-elected local auditors, and Messrs. Deloitte, Plender, Griffiths and Co., London auditors, on the motion of Mr. POTTS seconded by Mr. DAVIDSON.

The CHAIRMAN—That finishes the business, gentlemen. Thank you for your attendance.

Y.M.C.A. CONCERT.

The annual concert held on behalf of the library fund of the Y.M.C.A. was given on Saturday night at the City Hall. A programme of more than average merit was submitted to an audience which might have been more numerous but which could not have been more appreciative. Apart from the small attendance the evening was a decided success. It showed our local artists, who are ever ready to give their services for any deserving object, to great advantage and it gave the music lovers a treat such as they could enjoy.

The mixed quartette composed of Mrs. Clark, Mrs. Goldsmith, Mr. E. B. Ayris and Mr. C. E. H. Beavis were very effective in their two appearances. On the banks of "Allan Water," and "Sleep gentle lady," being most tenderly rendered. Mr. G. P. Lammert, who was in excellent voice, sang "Kashmiri Song" (from the Garden of Kama) and "For me alone," for both of which he was encored, and appreciation was not lacking for the brilliantly executed violin solos contributed by Professor Gonzalez. That accomplished soloist, Mrs. Bellios, delighted her auditors with her interpretation of Gounod's "Valse Song" and Lord Henry Somerset's "A Song of May," in both of which her rich clear voice of remarkable compass was heard with great effect. A refined humorous element was supplied by Mr. J. Cochrane, who was encored for his entertaining songs and in answer to one recall gave a burlesque recitation. The promoters of the concert are to be congratulated on having arranged such an excellent programme.

THE HIPPODROME CIRCUS.

Both the matinee and the evening performances on Saturday were largely attended, and although the programme was practically the same as on the opening night, yet such a good impression had been created on Wednesday that the people flocked there again and were delighted with it all. The circus is certainly well worth a visit. As before, the Hippodrome Band played stirring and appropriate music and once again the elephants performed their clever feats. The comic juggler, the acrobatic Sisters Elliott and the Messrs. Trappe were again in evidence and Miss Ashby in her musical melange and Dicky and Bella Bell were very entertaining. M. L. E. Walborge on Ben Azzid repeated her equestrian acts and received hearty applause. Professor Urban and his lions thrilled the audience while the horizontal bar experts and the clowns must be mentioned for their adroit and amusing turns.

BANDMANN DRAMATIC COMPANY.

The Bandmann Dramatic Company, achieved another brilliant success with their production of Du Maurier's famous play "Trilby." The play was beautifully mounted and the artists gave an interpretation which was in the highest degree artistic. Miss Florence Dalton was particularly successful in the title role and Mr. Sydney T. Pease as Svengali showed histrionic ability of a high standard. The work of the other artists was equally praiseworthy, and Hongkong lovers of drama should not fail to take advantage of the presence of this really talented company.

What has hitherto proved one of the most attractive programmes Mr. Bandmann presents, with his Dramatic Company to night, in the shape of Sir Conan Doyle's one act play "Waterloo" and the famous piece "The Bells" in which the late Sir Henry Irving scored his biggest triumph. It is an ambitious undertaking and Hongkong will doubtless take advantage of the opportunity afforded of witnessing these two famous pieces.

The parts of Corporal Gregory Brewster in "Waterloo" and Mathias in "The Bells" will be played by Mr. Sydney T. Pease, in which he has made quite an excellent reputation. We anticipate a big house and a hearty welcome to both plays and players.

THE REJOICINGS IN HOLLAND.

We can well imagine how great is the rejoicing in Holland over the birth of a Princess since it solves the vexed problem of the Dutch succession. There was once a more popular Sovereign than the little Queen at the present moment, but in this she has only recovered the kind feelings all her subjects had for her when she came to the Throne.

Her subjects have looked to her to perpetuate the House of Orange-Nassau, of which she was the last representative. In default of an heir the throne of Holland would pass to a German Prince. The nation welcomed their little Queen to the throne, and rejoiced as Dutchmen seldom do, but years passed, and she did not fulfil the main hope.

Then her people grew more or less indifferent, and her marriage, which was never popular, became decidedly unpopular. When it was announced a few months ago that the happy event was expected, Queen Wilhelmina's subjects had been so often disappointed that they gave the announcement merely a grudging acknowledgment, but as time wore on the interest grew warmer and warmer; till it reached a stage of intensity which would seem almost ludicrous if so much did not depend on a happy denouement.

A LOST PARAGRAPH. The Committees formed in all the provinces to celebrate the event with adequate rejoicings raked their brains to find pleasing and acceptable presents to show their delight. All these presents were approved by the Queen herself.

Following is a partial list of the official gifts that has been prepared by the subjects of Queen Wilhelmina for the prospective heir to the throne:—

Zeeland: Perambulator with a hood of the choicest lace of Sluis.
The Hague: Cradle with embroideries made by the same workpeople who prepared the Queen's coronation and bridal robes.
Leeuwarden: Silver-bound journal in which to inscribe the diary of the baby's life—a page for each day.
Rotterdam: Silver table set, including knife, fork, spoon, glass, and egg-cup.
Amsterdam: Complete toilet set.
Dutch artists: Linen chest ornamented with paintings.

Drenthe: Silver, with the arms of the province and inscribed with old coins of the Prince of Orange.
Carpenters of Zaandam: A luxurious swing.
Women of Breda: A "wonderful" gift, the nature of which is kept a profound secret.
Dutch Colony in London: Endowed bed in a hospital.

One town in Zealand is giving a pair of silver scales with which to weigh the royal baby, while clocks are being presented by a number of municipalities. Beautiful gifts are to be presented by the colonists in the Dutch East Indies and Guiana.

The military officers serving in the Dutch East Indies decided to present the Queen with a gold and silver plate etched with Indian views, while the officers' wives will offer her Majesty a silver tea service. The balance remaining after the purchase of the service, amounting to 1,000 florins (about £83) will be distributed in the shape of savings bank books to soldiers' children born on the same day as the Royal child. It is the custom in Holland to ornament a baby's cradle with pink ribbons for girl and blue for a boy. The Queen in her quondam suggested that the colour be old gold, to match the nursery.

AN ECONOMICAL MONARCH. It is not generally known that Queen Wilhelmina is one of the richest Sovereigns in the world and that she is developing into a first rate business woman. She superintends her own investments, she keeps a strict account personally of her charities, and checks her expenditure generally with all the care of a good housekeeper. She applies the same good business habits in public affairs, and even, at present, receives her Ministers and discusses with them all the pending matters of State.

THE NEWSPAPER CLASS.

TEACHING WORKING GIRLS THE VIRTUES OF THE PRESS. Working girls, and girls who do not work, are apt to think that the "woman's page" of a newspaper, with its pictures and amusing bits and dresses, is the only page in the paper that can possibly have any interest for them. An effort is being made to convince working girls that this is not so, and that they can take an intelligent interest in other parts of a newspaper.

This work is being done by the Clubs Industrial Association, which has thirty-six affiliated clubs in London.

Miss L. Montague, a daughter of Lord Swything, is an official of the association, and speaking to a newspaper representative with high politics, sociology, and economics, and foreign affairs are read to the girls in their gatherings. Girls are encouraged to consider the problems of the day. They are already, said Miss Montague, reading papers in debates upon social questions, and extraordinarily good these papers are.

Among other things, the Newspaper Class teaches the girls that they must not consider the landlord and the rate collector as their natural enemies. They are told that when they see either a landlord or a rate collector they must remember that these two individuals are factors in the great scheme of an economic life. In short, the London working girl, in thirty-six centimes, is to learn a lot she never dreamed of, and is already showing an extraordinary aptitude for the task.

RANDOM REFLECTIONS.

What should we do without the weather to speak about? It helps us over conversational difficulties when we have nothing to say, and occasionally produces some interesting yarns like that of the Irishman who remembered the year when there were six weeks of snow in May. But though we have little or no weather here, there are many who cherish the conviction that the latest summer is always hotter than any of its predecessors. Of course we do not venture to contradict an opinion expressed with so much confidence, though we may hold different ideas on the subject ourselves.

Now who among us has known greater variability in the weather than during the past week? One day sweltering in a summer heat and absorbing cooling drinks; the next day glad to get back to warm clothes and anxious to conceal the shiver which we could not restrain. Such changes of temperature are decidedly trying, the more so that we foolishly thought we had got rid of all that when we left Europe with its samples of weather.

The low rate of exchange has given the sterling paid men a good innings, but those whose hopes lie in the opposite direction are beginning to smile now. The dollar is going up. It has risen practically a penny in a month and the tendency is still upward. Those who gamble on exchange should now be having a busy time making calculations.

Congratulations to Mr. C. A. Carr. He retains the proud position of the champion tennis player of Hongkong, and though he was not called upon to defend his position this year, there is little doubt that he would have succeeded in doing so. His play is without doubt beyond compare in the colony and some new arrival will have to appear before his laurels are wrested from him.

Apparently life is full of illusions and disillusionments. For years I have been under the impression that the church set its face against any man or woman attempting to read the future and yet I see the notice board of one of our local churches covered with a bill on which is written, "Fortune Telling." "Fortune telling" is of course one of those little deceptions which we know is a deception, but somehow I never associated it with the church, though I am prepared to admit that both deal largely with the same. Both are concerned with the future of the individual. The one good feature which it seems to suggest is that the church is not so jealous of its privileges as before—that it does not mind competition.

I notice that the *Daily Press* is optimistic as to the future of the colony. It announces that the fact that the cases at the bankruptcy court being so few—only three this week—may be regarded as indicating that business in the colony is not so bad as it was. It is certainly one way of feeling—the business pulse of the colony, and I have no doubt that there is good reason for feeling hopeful as to the future, the opium question notwithstanding.

We all like to be surprised by generosity, and it is no straining of language to say that a pleasant thrill was experienced by most folks in the colony on learning that Mr. Mody had increased his handsome offer of \$35,000 to the Seamen's Institute to \$50,000 on being acquainted with the difficulties in which the committee found themselves. If Mr. Mody has prospered in Hongkong he has shown that he is grateful, and the colony will not readily forget the name of a gentleman who has done so much for our public institutions.

Home papers tell us that there is a silk hat revival, that the threatened extinction of this hall mark of respectability is repulsed, and that for some reason or other the stove pipe is becoming popular again. The bicycle and the motor car bred in men a spirit of "don't-care-for-appearances," and one of its effects was that the silk hat went out of use. The period of soft hats and collars appears to be ended, and city men, I read, have now come to the conclusion that no headgear is so eminently suitable as the silk hat. Happily the popularity of the silk hat is not likely to strike Hongkong, where—on Saturdays and Sundays we shall be content to wear our two-dollar straw or five-dollar tope when the sun is hot. Weddings excepted, but then we can always borrow a friend's!

To speak of waists, ladies' waists, I mean—not the kind split with an "o" and without a "p"—recalls love's young dream to some of us who have wakened and discovered the reality. Consequently no one will misunderstand me when I say that my feelings were somewhat mixed the other day when I read that fashion had decreed that ladies' waists were to be increased, that is to say the girths were now to measure twenty-four inches instead of the hitherto orthodox twenty-two inches. I have no doubt the ladies will enjoy the additional comfort afforded them by Dame Fashion (or is it Mr. Fashion?), though some will be foolish enough to regret the departure from the wasp-like ideal for the human form divine. I don't know how it will appeal to the beaux. They won't be able to circumscribe the waist so successfully as before, but the more frequent efforts to attain success may give them some solace.

I wonder if any of my readers have ever allowed their thoughts to wander at church and for a moment reflect upon the different coughs and wheezes heard at frequent intervals. The subject is very profound, but to the casual observer, it probably does not appear so. Yet a clerical friend once assured me that he could tell all about his congregation without

even looking at them. Paramount is the assertive aggressive snort of the self-made man, whose length of purse is plainly indicated by the frequency of his outbursts and the volume of sound. The "hen-pecked" man, after a cautious glance at his soul mate, allows himself a discreet and timid cough, say once in twenty minutes. His better half in the mean time preserves a rigid silence and listens to the sermon, while she swallows carefully, lest a fit of coughing should upset the serenity of her tongue. The dry discordant cough of the atheist, who merely attends for form's sake, grates with that of the respectable attentive Christian while the resonant blast of the sinner drowns the fervent amen of the convert. But most distinctive of all is the "gin and bitters" cough; its pungency seems to envelop the atmosphere and the peculiar click of its delivery suggests the clink of glasses and the popping of corks. I hope all who are afflicted will take heed next Sunday lest they become "the cynosure of all eyes."

ROBERT R. RANDOM.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, April 6th.

THE POLITICAL SITUATION.

Though on the vote of censure respecting the inadequate naval provision made by the Government in this year's estimates there was a great majority in the House of Commons for Mr. Asquith and Mr. McKenna to look complacent over, the enormous Conservative majority in Croydon the same night gave the real key to national feeling. There is no doubt about the fact that if an appeal were made to the country to-day the Government would be defeated on the demand of the nation for "Eight Dreadnoughts this year, and no wait" as Mr. George Wyndham puts it. Never since the South African war has there been such enthusiasm over any public matter of really important importance.

Mr. Balfour evidently appreciates the situation, for he is almost daily speaking in public on the topic and always in grave tones warning the country that we must build, build, build, from now on, without waiting for eventualities, so that the supremacy of the Union Jack on the seas, vital to our very existence, may never be in serious question. In the House of Commons Mr. Balfour cannot do much, in face of the deadweight of the Government majority, but in the country he believes he can make such a volume of feeling against the Government that their days of office may be sensibly shortened. He is now convinced that the Conservatives will win, and besides being more palatable to him if he looks upon a strong navy election cry as even more effective in its appeal to the electorate than the Tariff Reform policy. In support of his idea may be mentioned the fact that the great bulk of the labour vote that in 1906 went to Mr. Asquith in Croydon this year went, not to the Labour or the Liberal, but to the Conservative.

H. E. WANG TAI SIEH.

There was a considerable number of well-known Far Eastern men at Victoria station the other day to see off Wang Tai Sieh, former Chinese Minister here and lately special commissioner who has been studying our constitution with a view to reporting for the guidance of the Chinese Throne in framing a constitution for the Empire. Among others I noticed Sir John McLeay Brown, Mr. Byron Brennan, the Chinese Minister, Lord Li, and his very popular first secretary, Mr. Ivan Chen. Wang Tai Sieh is staying for the next week or two in Belgium and Scandinavia before proceeding overland to Peking to take charge of the Department of Communications.

CHINESE TRAGEDY AT LIVERPOOL.

There was a ghastly scene on Monday at Liverpool, when a Chinaman named named See Lee was hanged for the murder of a fellow seaman, Yun Yap, because the latter was jealous of the attentions See Lee paid to his wife. The murder caused a good deal of bad blood in the Chinese Colony in Liverpool, and when the story of the murder in court produced a death sentence there was a report set afoot that the man had not had a fair trial because of the enmity of some of his fellow countrymen who could have given evidence in his favour if they would. The hostility to him was such that when his solicitor first started a petition for his reprieve the local Celestials threatened to get up a petition to the Home Secretary to proceed with the hanging. The appeal for the reprieve was therefore delayed, but in a day or two, owing to some religious influence or other that was set going, the Chinese veered round and offered their aid to the solicitor. The appeal was sent to Mr. Gladstone but he declined to interfere. When the news was broken to See Lee he remained unmoved, merely remarking, "It is not matter." Next day, however, when taken to the scaffold he broke down altogether. With a shriek he fell in a faint from fright, and it was while he was in that limp condition that he was hanged. Just before going he had sent for the chaplain and professed Christianity. He is stated to have abandoned his original religion before he committed the murder.

PERSONAL PARS.

Mr. T. C. Taylor, the anti-opium M.P., who has been ill for a long time with nervous trouble, is so much better that he will resume his Parliamentary attendance in a week or two. Since he was taken ill he has been staying at Bournemouth and the only occasion he has been in the House was when the vote of censure on the Government was taken. The whips that night could not find a pair, so Mr. Taylor came up to town to support the Government.

Sir J. P. Rodger, formerly Resident in various States in Malaya, now Governor of the Gold Coast, is on his way home with Lady Rodger on leave.

Mr. Robert Yerburgh, President of the Navy League, who is most active up and down the country just now pressing for "Eight Dreadnoughts this year" is interested in the China Association and in fact all that appertains to British interests in the Far East. He was formerly a member of the committee that was formed to watch over those interests and came to be known as the "Pigtail Committee."

We are expecting to have with us before long His Imperial Highness Prince Nashimoto of Japan and his consort. They are now "doing" Paris, with a numerous suite, but before returning to the East in September they intend to take a look round London, Vienna, Berlin and Rome.

On Wednesday, at the St. James' Church, Croydon, Mr. Herbert R. Yglesias of London, married Miss Emil Mary Dear, daughter of the late Edmund Dear of Hongkong and Melbourne. The lady has for a considerable time been residing with her mother at Norbury on the southern outskirts of London.

The Japanese Ambassador, Mr. Kato, has followed the example of the American Ambassador and has appointed his office from his house. Henceforth all the accommodation at 4, Grosvenor Gardens, will be for his private use, and the handsome suite of diplomatic offices in London will be located in Lygon Place near by. There are about a dozen rooms, admirably equipped and decorated in perfect taste, in these offices.

EX-PRESIDENT ROOSEVELT.

Remarkable precautions are being taken to safeguard the life of ex-President Roosevelt while he is in Italy, yesterday and will within a few hours be well on his way to the African coast for the big game shooting he is to indulge in for his own amusement and the enrichment of the museums under the control of the Smithsonian Institution in Washington. The American papers have worked up interest by giving it out that the ex-President goes to face dangers such as no eminent man has ever faced before. They have drawn shuddering pictures of hairbreadth escapes from wild beasts and the ravages of fell disease till the public are big game hunters. A Chicago professor named Starn, who previously distinguished himself by studying the language of apes, and also by declaring that Dr. Watts the author of "How doth the little busy bee" was a greater poet than Shakespeare, has even gone so far as to positively foretell the demise of the great "Trust-buster," for he says he knows Africa and the ex-President has not the temperament nor the temper to emerge from the conditions there, which demand a man of extreme placidity of mind and prudence of action. Hence the journalist aboard the Atlantic liner started to get his hand in as soon as possible and cabled from the Azores that an Italian on the *Hamburg* had made an attempt on the distinguished traveller and his son Kermit. It was a pure "fake," but half America believes it still, and an extra contingent of American journalists in Europe have been despatched to points to be touched at till he enters the jungle. Then he says he will regulate things his own way and if any journalist attempts to interfere with the privacy of his caravan life or to follow him in any degree he will hear from him in a very unfriendly way. The ex-President is a wise man, for he has contracted to write an account of his travels, at a record price, and if some of the Yellow Journalists get in ahead with stories of his exploits, elaborately embroidered by their nimble fancies, (the truth as he would tell it might look funny by comparison.

KING EDWARD.

Nor has this been the only "fake" of the week, for, as you have doubtless been informed by cable, there was a newspaper report originating in Madrid and circulated in Paris and Berlin that King Edward had been stricken with paralysis at Biarritz. It was a tantalizing report, for it is always so hard to disprove such an assertion positively at a distance—official statements being liable to be discredited as endeavours to postpone any serious announcement. It had nothing too improbable about it either, for the King was not at all well when he went away. The Stock Exchanges reflected the uneasiness till it became known for a fact that that morning his Majesty had attended an exhibition of Basque sports and had enjoyed the fun. I later in the day had from his equerry Col. Sir Arthur Davidson a rather angry telegram describing the report as a mischievous and ridiculous concoction. As a matter of fact I am assured by one who has just returned from Biarritz that the King is immensely benefited by the change, and it is as planned, he prolongs his absence and accompanies the Queen to Malta he will return to London in very fit condition. As to State cases, the Prince of Wales, who has had an office permanently installed at Buckingham Palace, is taking as much as possible of his father and at the same time is training for the day when he must succeed to the kingly duties on his own account.

AIRSHIPS.

The German successes with the Zeppelin airship and the steady advance with the machines designed by the Wright Brothers, Mr. Henry Farman, N. Delagrange, Dr. Alexander Graham Bell and others, are certainly making the advent of practical aero-navigation loom large in the public eye. Here in England if we are slow we are waking up. Mr. Anghit has himself stated that there will have to be estimates on this head in future Budgets; we are having a great aero-experimenting ground arranged at Shepperton, and there are to be important trials in the summer, including those with the Wright aeroplanes, for which the War Office is negotiating, and last but not least Canada appears likely to make part of her promised contribution to Imperial defence a subsidy to the aerodrome experiments with Dr. Alexander Bell's (the telephone inventor) newest tetrahedral machines at Baddeck, Nova.

The response of the Colonies, by the way, to the expressed naval needs of the mother country has stirred all the nation deeply and I would not be surprised if it gave a further impetus to the steadily growing demand for Tariff Reform on the grounds that Colonial Preference will be a mark of recognition.

ADMIRALS WITH POLITICAL AMBITIONS.

There are rumours that both Lord Charles Bessford and Sir Percy Scott will go in for Parliamentary honours. As to Lord Charles it is more than probable that the report is well founded, but as to Sir Percy the probabilities are against it. You are well aware in the Far East that he is an authority on naval shooting. He is also a prolific inventor and his value is well recognised at the Admiralty. Work for him is sure to be found ere long, and meantime he is doing himself well while he may, giving smart parties at the Savoy several times a week. Both these naval lights, by the way, gave messages to the meeting at the Mansion House yesterday in support of the movement for greater British activity in the development of airships for war purposes, in view of the Continental successes in that direction.

ORIENTAL STUDIES.

I hear the report of the Departmental Committee of the Treasury on Oriental Studies may be looked for soon. I am going to understand that as a result of the investigations a favourable case will be made out for the granting of Treasury aid to the University of London to cover the extra cost of a staff of native professors in the languages of the East. Friends of the movement are optimistic enough to look for a substantial advance towards the accomplishment of their ideas before the year is out.

THE REPORT OF NORTH GERMAN LLOYD.

£892,000 LOST IN A YEAR.

A Berlin telegram on April 3rd to a London newspaper says:

German business men are staggered by the annual report of the North German Lloyd, which shows that the great steamship line's business in 1908 was conducted with the enormous loss of £892,000, necessitating the wiping out of the entire reserve and "recruital" funds.

Of the total undivided profits of £1,699,907 with which the Lloyd began the year 1908, it is left with only £807,307 in the shape of its "insurance fund." The company's earnings in 1908 were only £460,900 as against £1,534,850 in 1907, and £1,965,900 in 1906. The shrinkage is without parallel in the history of German shipping.

Dr. Heinrich Wiegand, the able managing director of the Lloyd, who died last week, only a few hours before the publication of the annual report, is believed to have succumbed to nervous prostration brought on by the crisis in the company's affairs.

The Hamburg-American Line's failure to declare a dividend for 1908—for the first time in fifteen years—had prepared the commercial and financial world for a depressing balance-sheet from the Lloyd, but the disastrous character of the latter's showing far exceeds all expectations. Its causes are set forth in the following official statement:

"Business in 1908 was affected in the most unfavourable way by the abnormally great and comprehensive dropping off in emigration to America, as well as by the extremely depressed condition of the freight market, which was further aggravated by rate competitions among several lines. Steamer passages in 1908 were 185,000 less than in 1907. Return emigration to Italy was insignificant by comparison, especially as in consequence of the rate war between Mediterranean lines prices were reduced to a point which prohibited profits.

NEW SAN FRANCISCO.

The pessimists, and even the conservative wise-men, who predicted in April, 1906, that twenty years would elapse before San Francisco recovered from the old aspect, will stand amazed at the *Colossus* remarks, at the story of work already accomplished. Little more than two and a half years ago 1469 squares of buildings, including the City Hall, all the wholesale and retail districts of San Francisco, and all the principal hotels—a total of 28,000 buildings—were destroyed. With the exception of nineteen structures of steel and stone, the whole devastated area was laid in ruins. The damage aggregated over £100,000,000, including stocks of merchandise and household effects. After insurance risks had been settled, the net loss was nearly £60,000,000. Exhibiting the relief funds gathered in the United States for the temporary needs of over 175,000 homeless residents, only £2,000,000 has been borrowed outside of California.

To-day, on the wasted area, stand 16,831 entirely new structures, representing a floor space considerably greater than that of the 28,000 buildings destroyed. The cost, £30,000,000, exceeds the assessed valuation of the former structures by over £5,000,000. After the lesson of the earthquake, nearly all the buildings have been constructed of steel and concrete. From 450,000, the population dropped after the fire to 350,000, but as fast as habitations could be completed the old inhabitants and newcomers from all parts of the world flocked in. A census just completed with every eye by the gas and water corporations places the present number of people residing within the limits of the city at 507,339, and when it is stated that the new and old suburban cities advanced 150,000 in population, and have maintained the increase, this growth is little short of marvellous.

DIAMONDS IN GERMAN SOUTH WEST AFRICA.

In consequence of "trustworthy" information from an "authoritative" source to the effect that blue-ground has been discovered in the neighbourhood of Luderitz Bay, there was a sensational rise in the shares of the German colonial company for South-West Africa on the Berlin Bourse last month. In official quarters nothing is known of the discovery.

THE CANTON-HANKOW RAILWAY LOAN.

STORY OF THE NEGOTIATION IN PARIS.

The following telegram was sent by the Paris correspondent of *The Times* on April 4, describing the negotiations between the British, French and German financiers on the subject of the above loan.

Meetings of British, French and German financiers interested in the construction of Chinese railways were held on Friday and Saturday at the offices of the Banque de l'Indo-Chine. The British group was represented by Mr. W. Keswick, P. of the British and Chinese Corporation, Mr. O. S. Addis, of the Hongkong and Shanghai Banking Corporation, Mr. Carl Mayer, of the Chinese Central Railway, and Mr. George Jamieson, etc. The French group was represented by M. Simon, manager of the Banque de l'Indo-Chine, who was elected chairman of the meeting, and M. Ullmann. The German group was represented by Herr F. Urbig, of the Deutsch-Asiatische Bank, Herr Emil Kheider, and Herr Curt Erich.

It would appear that the German East Asiatic Bank, a group of German Banking houses, concluded with the Chinese Government on March 6, a preliminary agreement for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, as reported by your Peking Correspondent in *The Times* of March 12. According to the British and French contention, the action of the German group was entirely inconsistent with an agreement or protocol signed by the three groups at a conference held in Berlin on March 1. The Germans, it was urged, had given the British and French groups to understand that, in accordance with the Berlin agreement, they had decided in principle to withdraw their offer, which they had made on what are known as the "Tientsin-Pukou terms," which do not secure foreign control of the actual expenditure of money or of the construction of the line. At the Berlin conference it was pointed out that the only question which had arisen concerned the date on which the German offer should be withdrawn. In Berlin the British and French groups had desired the German group to withdraw their offer there and then, but the German group had maintained that they had the right to postpone their decision.

A few days later the British and French groups informed the German group that they (the British and French) had themselves received from the Chinese a formal offer of the Canton-Hankow Railway loan upon the "Tientsin-Pukou terms," but that the feeling bound by the agreement signed in Berlin on March 1 they had refused it. They had also withdrawn their own proposals. The German group, far from withdrawing their own proposal, took advantage of the loyal intimation from the British and French that they had withdrawn and forthwith proceeded to submit a new proposal to the Chinese Government. The feeling seemed to prevail among the British and French groups that this was an act of bad faith upon the part of the German group.

The British and French groups, it is plain, had associated themselves with the German group in Berlin in an agreement to refuse to negotiate a loan on the "Tientsin-Pukou terms." The British and French acted in accordance with this agreement, and were thereby deprived of the loan, which was at that time in their option—indeed, actually in their hands. The Germans, on the other hand, in direct contravention of the Berlin agreement, accepted the loan. The British and French groups thereupon made representations to the Chinese Government, asking them either to withdraw their offer or to alter its terms so as to bring it into accordance with the Berlin agreement. The Germans could easily have complied with the dictates of loyalty, because their original offer was otherwise couched in general terms and did not mention the price of issue or the rate of interest, but regardless of the Berlin agreement the German group preferred to clinch the bargain and to obtain the loan on Chinese terms. All that they are now willing to undertake is that they will do their utmost to modify those terms, but they decline to stand by their own Berlin agreement if they should fail to obtain modifications.

It is understood that there were heated discussions on Friday between the British and French groups on the one hand and the German group on the other. I learn that the spokesman of the German group not only ranked their arrangements with the Chinese Government before their previously-pledged word as given in the Berlin agreement, but that they also stated that "the German Foreign Office would not allow them to withdraw from their agreement to the Chinese Government even if they were willing to do so." After considerable debate it was agreed that the German representative should send a telegram to their agent at Peking to the following effect:

"All the improvements we require beyond the 'gentry clause' (excluding the interference of the local Chinese gentry with the construction of the line) is to secure European control before the expenditure is incurred. There should therefore be inserted in the words 'signed by the managing director of the railway,' the words 'and countersigned by the chief engineer.'"

This telegram was despatched on Friday afternoon, and the representatives of the British and French groups are said to have declared that if a satisfactory reply were received they would be willing to withdraw their opposition to the Canton-Hankow Railway loan as proposed by the German group.

BRITISH AND FRENCH DEMANDS.

The British and French groups demand that instead of as hitherto proposed, a mere control by a European engineer as well as a Chinese manager should have the right to check expenditure and sign certificates for the withdrawal of sums from the bank and for their application to the purposes for which it is alleged that they have been withdrawn.

On the German side it is urged that the German East Asiatic Bank could not withdraw from its agreement with the Chinese Government, which would in that case accuse them of bad faith. Moreover, if they withdrew, the loan would fall into the hands of some outside English group, and would be entirely lost to the British and French syndicates, which could very well participate in the German loan. If the British and French syndicates could not see their way to particularly the only alternative was to eliminate expressly the Canton-Hankow enterprises from the scope of their joint operations and to come to a better understanding as to future business the Germans maintained that in their own enterprises they retained a control over the local book-keeper, and always got a written declaration stating for what purpose the money was drawn. This declaration was then verified by their German auditor. The feeling of the meeting was that the German group had confronted the British and French groups with *fait accompli*, that the guarantees afforded by the bank-keeper or auditor was illusory, and

THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO., LTD.

[36]

that the so-called "gentry clause" did not affect these radical objections to the German loan contract. The Germans, however, urged practical objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissension and delays. The Chinese had in a recent instance "taken a dislike" (sic) to the European engineer.

I learn that the German group declared that they had always been willing to come to an understanding with the British and French groups, but they appeared to exempt from the necessity of such an understanding their present offer of the Canton-Hankow Railway loan on ground that no such understanding had been effected up to March 6 or 7, the date on which their offer had been accepted at Peking. They added that it was only one-third of the railway for which they were contracting, while two-thirds of it could still be made the subject of the joint operations of the three groups. In response to French representations it was admitted by the Germans that they had already settled the price of issue and rate of interest for the loan, but they urged that three groups ought to sink their differences with regard to this particular business and prepare to co-operate in the future. The French group was not satisfied and pointed out that there could be no reason why the German group should share in the Chinese Central Railway with the British and French groups if they did not join them in this loan.

A final suggestion was made from a British quarter that if the German group succeeded in obtaining from the Chinese Government supervision by a European engineer the British and French groups should join them, but should allow the German group in the interest of their prestige to have the nominal concession for the loan. *Per contra* if the German group failed to secure European control of expenditure they should agree to break off their negotiations with the Chinese Government. The Germans declined to agree to his proposal. A British representative asked them: "What would you have said if the day after I left Berlin and after I had signed our agreement with you I had gone and negotiated this loan on these terms with the Chinese?" The German reply was:—"Nothing. You would have been within your rights and we should not have been at all surprised."

When the conference was resumed on Saturday no reply to the German suggestion at Peking had been received. On behalf of the British and French groups it was announced that a formal protest would be entered in Peking against the action of the Chinese Government in concluding a loan without first having submitted their intention to the British Government in accordance with the terms of the Convention of 1905. This, it was explained, was not a threat, but the German group might find the information useful for their own guidance. While there was no intention of describing the German action as "unfair," there could be no doubt that it had placed the British and French groups in an unfair position. It might have been that the misunderstanding was originally caused by the terms of a telegram from Berlin which had not been clearly worded.

On behalf of the German group it was replied that it was quite legitimate for the British and French groups to enter the proposed protest in Peking. If it succeeded the Germans would doubtless be "kicked out" (sic), but they would not "lose face" in China because they would not have broken their contract with the Chinese Government.

ANNO-FRENCH PROTEST.

On the invitation of the chairman the British and French protest, worded in the following terms, was handed in:

"The British and French groups beg to place upon record in the minutes the position assumed by the German group in consequence of which the French and British groups are unable to continue their negotiations; but having laid down the principle that some reasonable means of control over the expenditure of the loan funds is absolutely necessary as a safeguard to European bondholders, they have no alternative but to part company with their German friends, and they now hold themselves released from any obligation under the protocol of February 26, and competent to take any steps which they may deem necessary in their own interest."

It is further of deserving of mention that in the course of the discussion when a German appeal was made to the British and French groups to join in the proposed German loan on the German terms the reply was:—"That is impossible. Even if we desired to do so our respective Governments would not allow it. The interest of European bondholders are not sufficiently guaranteed unless a European engineer can control the actual expenditure."

How to be beautiful—Keep your complexion—Mrs. Ellen's Crème Charmante, Left Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter, THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSTAN, GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain D. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 1st of May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 5000 tons, from Colombo, passengers' accommodation from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for the above ports in connection with the R.M.S. "ARABIA" due from London on the 26th June, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd May, 1909.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fine Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 1st May, 1909.

ELECTRICITY.

REOWNED German Works of Complete Material for ELECTRIC LIGHT, TELEPHONE, etc., seek connection with first-class Importers, for the purpose of

EXTENDING THEIR EXPORTS.

References desired. Please send address to

Care of HASENBERG & VOGLER A. G., HAMBURG (Germany).

675

HAMBURG Firm thoroughly acquainted with the importation of China products wishes to form connection with a first class Hongkong firm with a view to purchases. Address stating Bank references.

H.M. 2497.

Care of RUDOLF MOSE, HAMBURG Germany.

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NOTICE.

I have This Day resumed my Business of SHARE AND GENERAL BROKER.

THOMAS I. ROSE.

Hongkong, 1st May, 1909.

684

NOTICE.

MR. W. OTTO has been authorised to Sign on Firm's Name per Procuration from This Date.

BUMANN & BERBLINGER.

Hongkong, 1st May, 1909.

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NOTICE.

WEISMAN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VUEX ROAD CENTRAL. (Lately occupied by Madame Jay).

Hongkong, 28th April, 1909.

667

BOARD AND RESIDENCE.

WANTED a Good Sized BED-SITTING ROOM (higher levels preferable). Board Optional, but verandah with view of harbour essential. Apply giving full particulars to

X X X.

Care of "Daily Press" Office.

Hongkong, 24th April, 1909.

659

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of

THE CELEBRATED

W. B. CORSETS

NILFORM AND ERECT FORM.

Most Popular in the World and worn by the leading Society Dames of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.

Hongkong, 3rd May, 1909.

41

NEW ADVERTISEMENTS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo, from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderer to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—

(a) BRITISH NORTH BORNEO—OPIMUM, SPIRIT, GAMBLING AND PAVANERING, as follows:

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Pindasan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broekhoek point.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broekhoek point.

(v) PROVINCE CLARKE—being the Territory bounded between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the territory, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary at Sandakan, or of Messrs. GUTHRIE & CO., at Singapore, or of Messrs. GUTHRIE & CO., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chanda fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:

Per tahil: \$ 2.40

do 2.30

5 lb packet 00.15

do 00.12

do 00.04

do 00.06

(h) The Opium Farmer is responsible for seeing that Chanda is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and as stated above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chanda and Spirit.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chanda prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Government a Schedule showing full particulars of the Farms they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in N. B. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pa. brokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909.

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ENTERTAINMENTS

THEATRE ROYAL

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

DRAMATIC

CO.

Including Mr. HENRY DALLAS.

Grand Double Bill.

"THE BELLS" & "WATERLOO"

in which the late Sir Henry Irving made his great name.

Mon. May 3.

Tues. May 4.

Wed. May 5.

Thurs. May 6.

Fri. May 7.

Sat. May 8.

Prices as Usual.

Plan at MOUTRIE'S.

Hongkong, 2nd April, 1909.

659

LOCATION—

CAUSEWAY BAY.

TO-NIGHT! TO-NIGHT!

FIRST GRAND CHANGE

OF

PROGRAMME.

THE

HIPPODROME

CIRCUS

AND

MENAGERIE

INTRODUCING:

NEW SCENES.

NEW FEATS.

NEW ANIMALS.

SKILL, DARING AND GORGEOUS.

TIME AND PRICES AS USUAL.

Box Plan at ROBINSON PIANO Co., Ltd.

NEXT MATINEE:

WEDNESDAY, AT 3.30 P.M.

Special Trains will be run before and after the Performance.

Doors open at 3 P.M. Overture 9 P.M.

Refreshments by G. GREEN & Co.

A. JACKSON, Representative.

Hongkong, 3rd May, 1909.

697

PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. C. W. BECKWITH, R.N., to Sell by Public Auction,

TO-MORROW (TUESDAY)

the 4th May, 1909, at 2.30 P.M., at the late Residence of Mr. G. C. MASTER,

No. 4, Morrison Hill.

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE

AND

CANTONESE BLACKWOOD TABLES,

WRITING TABLES, STOOLS

AND SCREENS.

Including:—DRAWING ROOM CHAIRS

SOFAS, CARPETS, HALL CHAIRS,

RUGS, HATSTANDS, MATTING, &c., &c.

RED ROOM FURNITURE, including:

CHEST OF DRAWERS and FINE

DOUBLE MIRRORED WARDROBES,

DRESSING TABLES and WASHSTANDS,

BRASS and BRASSMOUNTED BED-

STEADS and SPRING MATTRESSES,

PUNKAS and LARGE ICE CHEST, EX-

TENSION MAHOAGANY DINING ROOM

TABLE, and a quantity of GLASS KNIVES,

FORKS, SPOONS, CROCKERY and

LAMPS, COMPLETE DINNER SET,

SHANGHAI BATHS, BASINS, &c., &c.,

KITCHEN UTENSILS, &c.

ALSO

Two CANTONESE BLACKWOOD

INLAIN SCREENS, CANTONESE

BLACKWOOD CARVED STOOLS, One

HANDSOMELY CARVED BLACKWOOD

CARD TABLE, One Beautiful CARVED

BLACKWOOD WRITING TABLE, Several

Sets of TAPESTRY CURTAINS and SUN

BLINDS.

Three Good Peak-carrying CHAIRS (almost

new),

AND

A quantity of PLANTS, POTS, FERNS

and FLOWERS.

Catalogues will be issued.

On View on MONDAY, the 3rd May, 1909.

Terms:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th April, 1909.

670

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE GOVERNMENT,

On SATURDAY,

the 6th May, 1909, at 5.30 P.M., at Kennedy's

Causeway Bay Repository,

The following well-known Race and Polo

Horses:

"MAVOURNEEN"

"KILLALOE"

AND

"SHAUN ABOO."

Terms:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st May, 1909.

691

INTIMATIONS

UNDER the Patronage of His EXCELLENCY the GOVERNOR, SIR F. LUGARD, K.C.M.G., C.B., D.S.O.

A GRAND GARDEN

FETE

In aid of the Fund of the

SOLDIERS' AND SAILORS' HOME AND

SEAMEN'S INSTITUTE.

Will be held in the

BOTANIC GARDENS,

ON WEDNESDAY, 5TH MAY.

Under the following Committee of Manage-

ment:

COL. DARLING, R.E.,

COMMODORE LYON, R.N.,

LADY FIGOTT,

S.S. "OCEANIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London ex
s.s. "Dordogne" and "Medoc" from
Havre ex s.s. "Dordogne" and "Medoc" ex s.s.
"F. Morel" in connection with above
Steamers are hereby informed that their
goods with the exception of Opium, Treasure
and Valuables are being landed and stored at
their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong-Kowloon
Wharf and Godown Co., Ltd., at Kowloon
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
Monday, the 3rd May, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 3rd May, or they will not be recognized.

All damaged packages will be examined on
Monday, the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 26th April, 1909. [2]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, ex s.s. "Victoria."
From Calcutta, ex s.s. "Syria."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 5th May, at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized. No claims will
be admitted after the Goods have left the
Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 29th April, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENARTY."
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence delivery may be obtained immediately
after landing.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th May, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned or before the
14th May, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1909. [681]

FROM EUROPE.

THE H.A.L. Steamship
"SCANDIA"
Capt. von Döhrren, having arrived Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery of
their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.

Any Cargo impeding their discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co., Ltd.,
and stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 7th May, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 30th April, 1909. [682]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI
AND KOBE.

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at Consignees' risk and expense into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 30th April, 1909. [680]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 5th inst.
LONDON &c. via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 15th inst.
LONDON & ANTWERP	GLENNLOGAN	Brit. str.	—	McGregor	McGregor Bros. & Gow	On 25th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIEBRIA	Ger. str.	k.w.	Knaidel	HAMBURG-AMERIKA LINIE	About Middle of
ANTWERP, ROTTERDAM & HAMBURG, &c.	BALORAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	About Beg. of
SOUTHAMPTON, LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. S. Warner, R.N.R.	JARDINE, MATHESON & Co., LD.	On 8th inst.
HAVRE, BREMEN & HAMBURG, &c.	SILENSIA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SOANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	About Middle
MARSEILLES, HAVRE & HAMBURG, &c.	BRIGATIA	Ger. str.	k.w.	Schlinghammer	HAMBURG-AMERIKA LINIE	On 8th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 6th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	TOKIN	Fr. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 11th inst.
MARSEILLES, &c. via PORTS OF CALL.	HAKATA MARU	Swed. str.	—	S. J. G. Parsons	MELCHERS & Co.	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEKING	Swed. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 17th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ITO MARU	Jap. str.	—	H. Formes	NIPPON YUSEN KAISHA	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 1st June, at
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HONGKONG MARU	Jap. str.	—	—	MELCHERS & Co.	On 5th inst.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	BURELO	Ger. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th inst.
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	CEYLON MARU	Jap. str.	—	M. Hegino	NIPPON YUSEN KAISHA	On 25th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Brit. str.	—	W. Shotton	DOUGLAS LAPEL & Co.	On 3rd June.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YAWATA MARU	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 14th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAIYAN	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	1 m.	E. Gauthier	MELCHERS & Co.	On 21st inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June
AUSTRALIAN PORTS VIA MANILA	SADO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 5th inst.
KOBE & YOKOHAMA	AMASA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 12th May
KOBE, NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch
JAPAN	YAWATA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINI	On 9th inst.
TIENTSIN	YAWATA MARU	Jap. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at N
SHANGHAI, YOKOHAMA, KOBE & MOJI	YAWATA MARU	Jap. str.	—	S. H. Belson	BUTTERFIELD & SWIRE	To-day, at 4
SHANGHAI	YAWATA MARU	Jap. str.	—	H. Harder	JARDINE, MATHESON & Co., LD.	To-day, at 4
SHANGHAI VIA SWATOW	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 5th inst.
SHANGHAI	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	About 6th in
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 7th in
SHANGHAI	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI, KOBE, YOKOHAMA & POOCHOW	YAWATA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 11th inst.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 13th inst.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI, MOJI & KOBE	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	Middle of M
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 13th
SHANGHAI	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINI	Quick despatch
SHANGHAI	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 9th inst.
TAMUI VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst.
AMOY & CHINKIAN	YAWATA MARU	Jap. str.	—	—	DOUGLAS LAPEL & Co.	On 7th inst.
SWATOW, AMOY & POOCHOW	YAWATA MARU	Jap. str.	—	—	DOUGLAS LAPEL & Co.	To-morrow
SWATOW, AMOY & POOCHOW	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
SWATOW, AMOY & POOCHOW	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 8th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 11th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 15th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
CERU & ILOILO	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 6th inst.
SANDAKAN	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th inst.
KUDAT & SANDAKAN	YAWATA MARU	Jap. str.	—	—	CARLOWITZ & Co.	On 1th in
BOMBAY VIA SINGAPORE & COLOMBO	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 21st in
BOMBAY VIA SINGAPORE & COLOMBO	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINI	Quick des
SINGAPORE, PENANG & CALCUTTA	YAWATA MARU	Jap. str.	—	—	—	—
SINGAPORE, GEBRETTEN, SAMARANG, &c.	YAWATA MARU	Jap. str.	—	—	—	—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAID	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 5th May } Freight and Passage.
SHANGHAI, NAGASAKI, POONA MOJI, KOBÉ and YOKOHAMA	Capt. A. F. Vane, R.N.R.	About 7th May } Freight only.
SHANGHAI	OCIANA Capt. T. H. Hild, R.N.R.	About 13th May } Freight and Passage.
LONDON via USUAL PORTS of CAL.	DELTA Capt. B. W. H. Snow	Noon, 15th May } See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
SHANGHAI	"LIANGCHOW"	On 3rd May, 4 P.M.
MANILA	"TEAN"	On 4th May, 3 P.M.
AMOI and CHINKIANG	"PAOTING"	On 5th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 6th May, 4 P.M.
CEBU and ILOILO	"KAIPOH"	On 7th May, 4 P.M.
TIENSTEIN	"HUICHOW"	On 9th May, D'light
SHANGHAI	"CHENAN"	On 9th May, D'light
MANILA	"TAMING"	On 11th May, 3 P.M.
MA NALA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 14th May, 4 P.M.
SHANGHAI	"ANHUI"	On 16th May, D'light

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS with excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FAIRER, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENSTEIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

For Freight or Passage apply to—
HONGKONG, 3rd May, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI via SWATOW	"DAIGI MARU"	SUNDAY, 9th May, at 10 A.M.
* SHANGHAI via SWATOW	"CHOSHUN MARU"	TUESDAY, 11th May, at 10 A.M.
* AMOI & FOCHOW		

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st May, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAID
SHANGHAI via SWATOW	"TUNGSHING"	Monday 3rd May, 4 P.M.
SHANGHAI	"CHUNSHANG"	Wed. day, 5th May, Noon.
SANDAKAN	"MAUSANG"	Thursday, 6th May, Noon.
MANILA	"YUENSANG"	Friday, 7th May, 4 P.M.
MANILA	"LOONGSANG"	Friday, 14th May, 4 P.M.
KOBÉ	"AMARA"	Saturday, 15th May, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"KUTSANG"	Wed. day, 19th May, Noon.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 21st May, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

* Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—
HONGKONG, 3rd May, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI & FOCHOW	TUESDAY, 4th May, at 1 P.M.
"HAIYANG"	SWATOW, AMOI & FOCHOW	FRIDAY, 7th May, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL

ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 8th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 15th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 3rd May, 1909.

HAMBURG AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

STEAMERS	DATE
S.S. SENEGAMBIA	13th May
S.S. SILEZIA	17th May
S.S. ISTRIA	24th May
S.S. BRASILIA	9th June
S.S. SEGOVIA	17th June
S.S. CL. FERD. LAEISZ	26th June
S.S. SLAVONIA	10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"CANTON"	On 6th May.
SHANGHAI, YOKOHAMA and KOBÉ	"NIPPON"	Middle of May.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"PEKING"	On 17th May.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th April, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO and PORT SAID	"HAKATA MARU"	6500	WED. DAY, 12th May, at Daylight
VICTORIA, B.C. and CEYLON	"IYO MARU"	6500	WED. DAY, 26th May, at Daylight
SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA	"KAGA MARU"	6000	TUESDAY, 11th May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	"YAWATA MARU"	6500	TUESDAY, 25th May, at Noon
KOBÉ and YOKOHAMA	"SAKAKI MARU"	4000	FRIDAY, 14th May, at Noon
BOMBAY via SINGAPORE	"TOTOMI MARU"	6000	FRIDAY, 11th June, at Noon
and COLOMBO	"KAGI MARU"	6000	WED. DAY, 5th May, at Noon
SHANGHAI, MOJI and KOBÉ	"YEBOSHI MARU"	4000	SUNDAY, 9th May, at Noon
NAGASAKI, KOBÉ and YOKOHAMA	"NIKKO MARU"	4000	TUESDAY, 12th May, at Noon
	"YOKOHAMA"	6000	WED. DAY, 12th May, at Noon

* Calling at Keelung.

* Fitted with New System of Wireless Telegraphy.
* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 3rd May, 1909.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of April	JAVA	Second half of April
TJIKINI	JAPAN	First half of May	JAVA	First half of May
TJIBODAS	JAVA	First half of May	JAPAN	First half of May
TJIMAH	JAVA	First half of May	SHANGHAI	First half of May
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 21st April, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA
CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon
S.S. MANSU MARU	5000	July 1st, at Noon
S.S. AMERICA MARU	6000	August
S.S. HONGKONG MARU	6000	October

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th April, 1909.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangcheng), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES.

RYOJUN LINE—To Ryujin (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 1 hour from Tushihiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HSIN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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